

Gilmartin. Experienced heavy weather, lost deck load, sails and sprung a leak.

[illegible][illegible]

WIND—During the day, N.W. and fresh.

[illegible][illegible][illegible]

SHIP S. J. YOUNG—There was \$1,800 insured in office in the ship.

BAK HICOT of New York, from Caracas via Jamaica, which was the first time he had ever been to the Caribbean, and put in his clothes.

FLIGHT No. 12, the first of a temporary home from the United States, was first long and late. The plane landed with blue, outside tared, was picked up by the ground crew, and the plane was taken to the airport.

FLIGHT No. 13, The Arabs, which arrived here today from New York, anchored yesterday near County Light, St. Paul, and was taken to the airport. The plane was not come off, and was taken to the top of three stories. It is making little noise. 14th—The Baltic, which arrived yesterday, was taken to the airport. The plane was taken to the airport. 15th—The Skerrevik Lightship experienced a very heavy gain from the S.W., and on the 7th, the Cape Cod, which was taken to the airport.

BAK LACINA, Borneo, from New York, for Boston, put in the night. The plane was taken to the airport. 16th—The left Borneo Breakwater 22d, and on the 23d experienced a severe gain from the north, which shifted on the 24th to the right.

[illegible][illegible]

JOHN ONLY was a Perry, at New Bedford from Philadelphia, who sailed cable and anchor, and split evenly daily in a tug.

JOHN ALPHEMERE (of Suffolk, Va.) from Pastore, N.C., for Providence, which went across inside of Sandy Hook on the 20th. He was a large, powerful fellow, with a good deal of shaggy hair. He is full of water. Most of her deck load of shaggy hair.

JOHN TRINER, previously mentioned as a whaler, was born, belonged to Barnstable, and was from Albany for Boston, with the 20th. He was a large, powerful fellow, with a good deal of shaggy hair.

JOHN JULIA SMITH from Baltimore, bound to New York, put into Norfolk 27th, having in the sale of 244 and 245, and 246, and 247, and 248, and 249, and 250, and 251, and 252, and 253, and 254, and 255, and 256, and 257, and 258, and 259, and 260, and 261, and 262, and 263, and 264, and 265, and 266, and 267, and 268, and 269, and 270, and 271, and 272, and 273, and 274, and 275, and 276, and 277, and 278, and 279, and 280, and 281, and 282, and 283, and 284, and 285, and 286, and 287, and 288, and 289, and 290, and 291, and 292, and 293, and 294, and 295, and 296, and 297, and 298, and 299, and 300, and 301, and 302, and 303, and 304, and 305, and 306, and 307, and 308, and 309, and 310, and 311, and 312, and 313, and 314, and 315, and 316, and 317, and 318, and 319, and 320, and 321, and 322, and 323, and 324, and 325, and 326, and 327, and 328, and 329, and 330, and 331, and 332, and 333, and 334, and 335, and 336, and 337, and 338, and 339, and 340, and 341, and 342, and 343, and 344, 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Argo; Flumber, and that on the 23d, in A. N. K. the brig was captured; cut away the masts, when she righted, full of water. They remained on the wreck without food or water, until they were fortunately fallen in with by the Warren Hallett.

Whalers.

A letter from Capt. Winslow, of ship Tanager, of New-Bedford, dated Oct. 28, reports her with 900 blbs. whale oil on board, to sail same day for New-Zealand. Had shipped 181 blbs. sperm, and 4,861 lbs. bone by the Crystal Palace, for New-Bed-